

INTIMATION.

THE

HONGKONG DISPENSARY

has just received Fresh Supplies of

WHOLESMOME CONFECTIONERY

AND

DELICIOUS SWEETS.

of the HIGHEST QUALITY and PURITY

These include—

CADBURY'S SPECIAL CREAMES
PÂTE D'ABRICOT, JORDAN ALMONDS

CARAMELS, PRALINES.

DESSERT CHOCOLATE,
NOUGAT, FRUIT JELLIES,

CRYSTALLISED FRUITS,

MELTY FRUITS,

ASSORTED TOFFIES,

MIXED BONBONS,

FRYS' CHOCOLATES.

TANGERINE BISCUITS,
ORANGE PASTE, ORANGE ROLLS,

Etc., Etc., Etc.

Together with the Latest Novelties in
FANCY BOXES,
which are very suitable as Seasonable Presents
for Ladies and Young People.FRENCH
CONFECTIONERY and CONSERVES
in Large Assortment
from the Best PARISIAN HOUSES.A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.
Established A.D. 1841.
Hongkong, 9th November, 1895.NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and address
with communications addressed to the Editor, and
not for publication, but as evidence of good faith.All letters for publication should be written on one
side of the paper only.No anonymously signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only Supplied for Cash
or Telegraphic Address—PRESS.
P.O. Box 12.

MARRIAGE.—At Holy Trinity Cathedral, Shanghai, on the 5th of November, 1895, by the Rev. H. C. Hodges, M.A., SASKIA—EMILY, younger daughter of I. WINTER ALLEN, of Shanghai, to FREDERICK, fourth son of CHARLES KAYSER, of London.

The Daily Press.

HONGKONG, NOVEMBER 11TH, 1895.

NEXT week Sir NICHOLAS O'CONOR will pass through Hongkong on his way home. An idea of giving him something in the nature of a public reception has been mooted by his friends, but naturally has not been received with favour. Socially the Minister had had practically no connection with Hongkong, and politically there is nothing for which the community could honestly thank him. A good deal has been made of the degradation of the Viceroy of Szechuen. Perhaps the importance of that affair has been overrated, perhaps not, but looking at it in the most favourable light it is not a matter that can be considered as greatly enhancing the reputation of the Minister. It would have been singular indeed if England had exacted no reparation for the outrages in Szechuen. If our representative at Peking had remained absolutely quiescent and not insisted on anything he would have merited the execration of his countrymen; but he has not remained quiescent and does not merit his honour in Hongkong would be nothing better than a hollow mockery. He has done much less than the community of Hongkong expected he would do, and much less, we are inclined to think, than he might have done. When a public officer has discharged his duties with conspicuous success it is right that the public should extend to him some special mark of its approbation, but when the success has been qualified or mediocre anything in the nature of a public address becomes a farce. It is said that Sir NICHOLAS O'CONOR's hands have been preferred to be advised by the foreign advisers of the Chinese Government. It is used to be said that the Chinese Government has preferred to be advised by the foreign advisers of the Chinese Government. But, to use the expressive phrase of our American cousins, it is "right here" that a strong Minister should make his influence felt. If Sir HALLIDAY MACARTNEY is speaking loudly in one ear of the Secretary of State for Foreign Affairs the Minister at Peking should speak still more loudly in the other until his commands undivided attention. Has Sir NICHOLAS O'CONOR done so? Has he not rather been himself a pliant instrument in the hands of the foreign advisers of the Chinese Government and allowed himself to be used for the enhancement of their influence instead of making his own individuality assert itself? It is, over and over again, that the action which resulted in the degradation of Lau PIANG-CHANG was not due rather to the pressure of public opinion as expressed in the British press in England and the Foreign Office than to the individual influence of the British Minister at Peking, who, we believe, acted in that matter under direct instructions from home. Individually no one has a word

to say against Sir NICHOLAS O'CONOR; of his good intentions and his readiness to exert himself there is no doubt; but he did not correctly appreciate the position of affairs, his judgment was at fault, and his ministry, if not such an egregious failure as it might conceivably have been, has certainly not been a success.

It would, however, be interesting and useful if His Excellency could be prevailed upon to meet the members of the China Association and afford them some information as to the position of the various questions in which Englishmen in China are interested, more especially the opening of the West River, the prospective introduction of railways, and the attempts that are reported to have been made by certain powers to drive through the favoured nation clause. We observe that the N. C. Daily News makes a somewhat similar suggestion with reference to Shanghai. Our contemporary says it is sincerely to be hoped that an opportunity will be given to the British community at that port to learn from Sir NICHOLAS O'CONOR's own lips, without waiting for the appearance of the Blue Books, what he has actually done in the last few months, and what his view is of the present situation; and that "What we want now to learn from Sir NICHOLAS, 'if we can, is whether it is due to himself or to the Foreign Office at home that 'more has not been done; has he had a free hand and been allowed to call on the Admiralty for support, or has he been limited by the traditional caution of the Foreign Secretary plus Sir HALLIDAY MACARTNEY?" That seems rather a curious way of putting it—that the retiring Minister should meet the community in order to assure them that Codlin, not Short, is their friend. We may be quite sure that if Sir NICHOLAS O'CONOR does afford an interview to his countrymen either here or at Shanghai he will make no attempt to whitewash himself at the expense of Lord SALISBURY or Lord ROSEBERRY; he could not, do so without being guilty of official disloyalty. Possibly he may think it his official duty, in the present critical position, to observe complete reticence; but we are sure the community would be extremely gratified if he could see his way to make some statement as to the position in which he leaves the various matters connected with British interests that are supposed to have been occupying his attention. And if he does elect to make such a statement the China Association rather than the Chamber of Commerce is the body to which it should be made. The Chamber has thrown aside its character as a British institution and, ignoring the British Minister, has placed itself in communication with the dozen of the diplomatic body. The China Association on the other hand is an exclusively British body. We were formerly accustomed to look on the Chamber of Commerce as also a British body, to which, however, other nationalities were admitted and welcomed; and that the foreign members have rendered very good service to the Chamber and to the colony no one will be disposed to deny. But now that the Chamber has chosen another channel than the British Government through which to press its views, it is only reasonable that if the British Government or its high officers have any communication to make to the British community they should select a British institution like the China Association as the medium for such communications.

The Crown Prince of Japan has completely recovered his health.

The C. P. steamer *Empress of China*, from Yokohama, left for Vancouver on the morning of the 9th instant.The N. P. steamer *Hawke*, which left Yokohama on the 23rd October, arrived at Tacoma on the 8th instant.The P. & O. mail steamer *Rhedi* left Singapore yesterday at 8 a.m. and is expected home on Saturday morning next.The "Glen" mail steamer *Glengyle*, from New York and Straits, left Singapore for this port on Saturday evening, the 9th instant.

The stamp revenue last month amounted to \$20,430, an increase of \$5,056 on the amount collected in October, 1894. The principal increases are in bank note duty and transfer of shares.

The N. D. L. mail steamer *Pruessens*, with the German mail of the 21st October, left Colombo on Saturday, the 9th inst., and may be expected here on or about Wednesday, the 20th instant.

His Korean Royal Highness Prince Wivha, Ambassador from Korea to various foreign countries, arrived at Kobe on the 31st ult., with his suite. He has had his hair cut and wears European dress.

The body of Ma, the late Governor of Canton, has been conveyed to Foochow by a gunboat, which brought down a number of Cantonese soldiers who had formed part of the South Formosa army.

The following Ordinances have been approved by His Majesty—An Ordinance to prohibit the defacing or clipping of British dollars, an Ordinance to amend the Trade Marks Ordinance, and an Ordinance to amend the Merchant Shipping Consolidation Ordinance.

The Act of Parliament providing for the incorporation of certain districts in the Province of Szechuen is published in the *China Gazette* of the 4th inst., says—The passengers who came up from the *Empress of China* early on Saturday had a most unpleasant experience and will not forget their stay in Shanghai in a hurry. A great many travellers came by the tender early in the day and the *Empress* was unable to get a chair in the smoking room or "a shake-down" on the floor. A word of explanation must be added in justice to the C. P. agents. The gale which prevented the *Empress* from reaching the port of Wuchang, and as soon as they were installed, as lately the hotel accommodation of the place has been entirely inadequate to the demands upon it. To the intense surprise and disgust of the passengers on arriving at the jetty they learned that the steamer would not go up the river, but would remain at Wuchang until the day, but would still, on their return to their hotel, have their rooms all filled up. Not one of the hotels had an empty room and the result was a general "double-up," something like what takes place when a crowded ship picks up a large number of shipwrecked passengers at sea.

It is now clear that it was communicated, and that the steamer would not go up the river, but were only too glad to get a chair in the smoking room or "a shake-down" on the floor. A word of explanation must be added in justice to the C. P. agents. The gale which prevented the working of the vessels at Wuchang sprang up so suddenly that it was impossible to communicate a news sooner than it was communicated, and that the steamer would not go up the river.

Formerly at least three-fourths of the *Empress* that came from the North were white-grey, while it will be seen that in the *Champion* at Tientsin on the 30th ult., of the four starters one was white or grey. There were four starters, three tins, two browns, and a grey.The N. C. Daily News remarks that the China Party is decidedly pro-English in its nature. Formerly at least three-fourths of the *Empress* that came from the North were white-grey, while it will be seen that in the *Champion* at Tientsin on the 30th ult., of the four starters one was white or grey. There were four starters, three tins, two browns, and a grey.It appears that Major Kinney, the surveyor, I.M. Customs, Tientsin, Chinese steamer *Champion*, first and Brougham and Fraser, chief and second engineers of the *Champion*, were despatched to examine the *Kingqua's* boiler, and they report that after the disaster they examined the boiler and engine at low water and found them intact.

It will be seen with great pleasure by his numerous friends in New York that Mr. E. G. McVille, lately manager of Shanghai of the Comptoir National T'emporale will probably return to Shanghai, manager of the new Russ.-French Bank, of whose intended establishment we have been fully informed by the home papers.

It appears that Major Kinney, the surveyor, I.M. Customs, Tientsin, Chinese steamer *Champion*, first and Brougham and Fraser, chief and second engineers of the *Champion*, were despatched to examine the *Kingqua's* boiler, and they report that after the disaster they examined the boiler and engine at low water and found them intact.

It is now clear that it was communicated, and that the steamer would not go up the river.

The N. C. Daily News remarks that the China Party is decidedly pro-English in its nature.

Formerly at least three-fourths of the

The Governor of Eastern Shensi, who is on

the *Empress of China*, on whatholding out, the *Kingqua's* will not be

without political significance, arrived here on

or about the 14th inst.

The China Mutual Navigation steamer, *Padang*, and *Glory*, Manchester, and Liverpool, left Singapore for this port on the 8th inst. and may be expected here on or about the 14th inst.

The fancy fair held last night within the

compound of the Italian Mission House

of St. Vincent, and of the *Padang* and *Glory*, will doubtless result in a considerable

amount of money for the Red Cross.

There was a very good attendance

during the evening, which was most enjoyably

spent. The Portuguese band contributed many

pleasing selections of music.

Until a satisfactory naval harbour has been

constructed at Formosa, or the *Padang* and *Glory*

will doubtless result in a considerable

amount of money for the Red Cross.

There was a very good attendance

during the evening, which was most enjoyably

spent. The Portuguese band contributed many

pleasing selections of music.

Until a satisfactory naval harbour has been

constructed at Formosa, or the *Padang* and *Glory*

will doubtless result in a considerable

amount of money for the Red Cross.

There was a very good attendance

during the evening, which was most enjoyably

spent. The Portuguese band contributed many

pleasing selections of music.

Until a satisfactory naval harbour has been

constructed at Formosa, or the *Padang* and *Glory*

will doubtless result in a considerable

amount of money for the Red Cross.

There was a very good attendance

during the evening, which was most enjoyably

spent. The Portuguese band contributed many

pleasing selections of music.

Until a satisfactory naval harbour has been

constructed at Formosa, or the *Padang* and *Glory*

will doubtless result in a considerable

amount of money for the Red Cross.

There was a very good attendance

during the evening, which was most enjoyably

spent. The Portuguese band contributed many

pleasing selections of music.

Until a satisfactory naval harbour has been

constructed at Formosa, or the *Padang* and *Glory*

will doubtless result in a considerable

amount of money for the Red Cross.

There was a very good attendance

during the evening, which was most enjoyably

spent. The Portuguese band contributed many

pleasing selections of music.

Until a satisfactory naval harbour has been

constructed at Formosa, or the *Padang* and *Glory*

will doubtless result in a considerable

amount of money for the Red Cross.

There was a very good attendance

during the evening, which was most enjoyably

spent. The Portuguese band contributed many

pleasing selections of music.

Until a satisfactory naval harbour has been

constructed at Formosa, or the *Padang* and *Glory*

will doubtless result in a considerable

amount of money for the Red Cross.

There was a very good attendance

during the evening, which was most enjoyably

spent. The Portuguese band contributed many

pleasing selections of music.

Until a satisfactory naval harbour has been

constructed at Formosa, or the *Padang* and *Glory*

will doubtless result in a considerable

amount of money for the Red Cross.

There was a very good attendance

during the evening, which was most enjoyably

spent. The Portuguese band contributed many

pleasing selections of music.

Until a

occupies a position just above the city. A German resident remarked that with their present fortifications the Chinese had not a gun that could damage the British vessel in her present position, while the warship had a good range for the most vital parts of the fort. It is the old story of fortifying the approach and leaving the rear exposed.

KOREA.

On the 16th ultimo the Korean Minister of the Household issued a proclamation confirming the intended selection of a censor for the King. According to a time-honored custom, the King had the right to nominate this censor, but had also the right of prohibiting it. The King had the right of prohibiting it, and the marriage of all girls of above thirteen years of age throughout the country. The Queen then had to be a maid, and in Korea early marriage being the prevailing custom, the choice will be practically limited to girls between thirteen and seventeen years of age at most. Thirty or forty girls will be nominated from among them, and will be first chosen, and on one of the three final choices will fall.

It is stated that the Korean Government has under contemplation the issue of an edict ordering the people to cut their hair in European fashion. The King and the Crown Prince will set the example, as soon as the use of European dress now in preparation is ready for their royal use. The 43-year-old Korean Minister of War is reported to be one of the most zealous advocates of the projected edict. He was present with the Japanese army in Liaotung, and having become convinced of the importance of dressing the Korean troops in the same fashion as the Japanese, he returned home with schemes of reform in this respect, but he could propose them to his colleagues, he was deprived of his position by the machinations of the Queen's parties.

The most important assumption of the title of Emperor by the King of Korea, says the *Japan Mail*, has ended in a fiasco. This is of course fallacious from a foreign point of view, but a certain correspondent points out that it assumes a very practical aspect in the eyes of the Korean people. Experience has accustomed them to a sense of dependence and inferiority to the title of King. They think that if their sovereign is called a King, while the sovereigns of China, Japan, and Russia are styled Emperors, it is because Korea is not a free and independent State. Hence when the news went forth that their sovereign was to assume the name of Emperor, unfeigned enthusiasm was excited among the people, who looked upon the new title as the emblem of their country's emergence from a state of dependency.

THE JAPANESE WAR INDEMNITY.

FIRST INSTALMENT PAID. A telegram from Mr. Kato, Japanese Minister to Great Britain, reached the Foreign Department at Tokyo on the 1st instant, payment of £1,000,000 being made on the 31st instant. The Chinese Minister in London at the first instalment of the war indemnity. The money was immediately deposited in the Bank of England.

A RUSSIAN COALING STATION IN THE EAST INDIES.

There is good reason to believe that the visit of General Brusilov, Governor-General of Bessarabia, to Batavia is in connection with a scheme which the Russians have been working for some time past to obtain a coaling station in the Dutch East Indies—China Castle.

THE JAPAN SUGAR REFINING COMPANY.

The principal promoters of the projected Japan Sugar Refining Company (*Nippon Saito Kaiso*) held a meeting at the Saito restaurant in Osaka on the 23rd instant. Mr. San Tsumi, formerly of the Department of Agriculture and Commerce, read the report of an investigation committee which he was a member. The Committee recommended the establishment of the proposed company with a capital of 1,500,000 yen, divided into 30,000 shares of 50 yen each. As to the location of the factory, he advised the selection of the vicinity of Osaka, because by careful investigation they had found that its establishment in that region would save the company about 16,000 yen annually in interest expenses as compared to its siting either in Tokyo or Yokohama, and further because Osaka presented the best advantages for the sale of the products of the refinery. However, the Committee suggested that in course of time it would be advisable to establish additional factories in the Kwantung or other suitable localities. With regard to the scope of the refinery proposed for location in Osaka, it was capable of producing at first 10,000 tons per annum and twice as much after a number of years. Let us then assume the soul of a series of efforts to Europe for the purpose of procuring suitable machinery and plant. These suggestions of the Committee were adopted after some discussion. Messrs. Shibusawa Eiichi, Yoshikawa, Tokujiro, Matsumoto Saito, Noda Kikichiro, Abe Hirokatsu Saito, Tsumi, Motoyama Hikiochi, and Ogawa Zenkichi were elected as a committee of organization, and invested with the necessary powers for dealing the concern.—*Japan Mail*.

THE ACROSTIC COMPETITION.

The following is the answer to Acrostic No. II.—

1. C "euss" S
2. R "ept" I
3. I "nquisition" G
4. C "onfess" C
5. K "hiefs" A
6. P "erup" D
7. T. Toledo O
8. A "ttar" R
9. T "urth" E

NOTES.—1. "Lack of Bearing" Com. by Brett Harle. 2. Altar of Idols. 3. "Val" of Solomon."

Correct answers have been received from "Recte quod Hocesse," "Deo Duce," "Tong," and M.S.N. Total; four correct, none incorrect. R. L. (Box Importer) is accepted for light 2. Inundation and incunabula are both accepted for light 3.

DOUGLAS ALEXANDER III. By this number has lost a friend. A doctor, world renowned, who worked for man to his life's end; he is now underground.

I.—For heavy man a short one should be given. Or else I fear in twain he may be given.

II.—If you yourself have found this light You may say this and may be right.

III.—Shakespeare hath it, that this bold Grecian said, "My full swelled heart that frankly giveth to bed." "I'ld fain with this dainty hit giveth to bed."

IV.—This light won't help much to find The uprights, so that's flat; And if this light you wish to guess, You first must think of that.

V.—We name all governors and viceroys thus, E'en they be good or bad; Or if they deify like the pump and fife, Or if it drives them mad.

VI.—Three letters gamete often see From I must be them, And he who writes them will find His credit rather shaken.

VII.—Some must be added to the light, And I think you'll find That you will guess this word aright. If gall you call to mind.

POEM.

SHIPPING REPORT.

The German steamer *Hohenstaufen*, from Japan, 6th November, had during the whole voyage light N.E. winds and light sea, overcast sky.

The Japanese steamer *Mitsi Maru*, from Japan, 6th Nov., had strong monsoon; from Tsurabu to port strong sea.

The British steamer *Trigian*, from Moji 5th Nov., had moderate N.E. and N.W. winds, about, though light E.N.E. and N.E.N. winds to arrived.

The German steamer *Nanyang*, from China, 6th Nov., had light breeze from Wooning to Tsurabu; from there to port fresh breeze and moderate sea.

The British steamer *Desiderius*, from Saigon 1st Nov., had first part strong northerly wind and high sea with heavy squalls; latter part fresh monsoon and light sea.

The British steamer *Shanghai*, from Mojiwan 7th Oct., experienced strong W.N.W. and N. winds to 4th inst. Then strong N.W. winds to port. Adverse current throughout with rough confused sea.

The British steamer *Palawan*, from Shanghai 1st Nov., had moderate winds to Hiamtan; then to Okozu fresh breeze from N.E. to N.E. from thence to port light northerly and variable winds.

The Russian steamer *Nijni Novgorod*, from Odessa and Singapore 30th Oct., had fine weather on leaving Singapore; very heavy monsoon and high sea from Capo Paduan to port.

The British steamer *Thales*, from Taiwan 7th Nov., Amoy 8th and Swatow 9th, had fresh moderate to N.E. winds, overcast; and some rain to port. In Taiwan—Three Japanese men-of-war and two transports. In Amoy—*Nanyang*, *Continental*, *Shanghai*, *Store*, *Mercury*, *Clara*, and *Anwar*. In Swatow—*Mercury*, *Taiwan*, and three German men-of-war *Thales*, *Taiwan*, and *Arizona*.

COMMERCIAL INTELLIGENCE.

SATURDAY, 9th November. CLOSING QUOTATIONS.

EXCHANGE

On LONDON.—Telegraphic Transfer 2/21 Bank Bills, on demand 2/21 Bank Bills, 4 months sight 2/21 Credit, 4 months sight 2/21 Documentary Bills, 4 months sight 2/21

On PARIS.—Bank Bills, on demand 2/22 Credits, 4 months sight 2/22

On GERMANY.—On demand 2/22

On NEW YORK.—Bank Bills, on demand 53/4 Bank Bills, 60 days sight 54/4

On BOSTON.—Telegraphic Transfer 100/4

On CALCUTTA.—Bank, on demand 100/4

On SHANGHAI.—Bank at sight 72/4 Private, 30 days sight 73/4

On MANILA.—On demand par

On SINGAPORE.—On demand par

OVERSEAS, Bank's Buying Rate 38/97 GOLD, 100 fine, per tael 47/25

OVERSEAS, Bank's Buying Rate 38/97 GOLD, 100 fine, per tael 47/25

JOINT STOCK SHARES

COMPANY. PAID UP. QUOTATIONS [Sales

Hongkong & Sh. 125 183 p.m. prem.,

China & Japan, pref. 21 100,000

Do, ordinary 21 10,000,000

Do, debent. 21 10,000,000

Natl. Bank of China 28 300,000

B. Shares 21 105

B. & A. 100

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"ROHILLA,"

FROM BOMBAY, COLOMBO, AND

STRAITS.

Consignees of cargo by the above named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where such consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

The undersigned on Consignee.

One hundred and twenty-five thousand Vatetta.

From Australia ex s.s. Australia.

From Calcutta ex s.s. Boro.

From Pernambuco Gulf ex s.s. E. I. S. N. Co.'s

and Bombay Persian S. N. Co.'s steamers.

Optional routes will be landed here unless instructions are given to the contrary before 4 P.M. To-day.

Goods will be landed by the 11th inst., at 4 P.M.

will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and notice of same given to the under-signed, when a representative of this Office will attend to examine them at 10 A.M. on the 9th and at 10 A.M. on the 11th inst., after which no claims will be allowed.

ALF. WOOLLEY,

Acting Superintendent.

Hongkong, 4th November, 1895. [1]

FROM HAMBURG, PENANG, AND

SINGAPORE.

THE Steamship

"IRENE,"

Captain R. Salmon, having arrived from the above ports, Consignment of Goods are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before noon, To-day.

Any cargo impeding the discharge will be landed at the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, crushed, and damaged goods are to be left in the Godown, when they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,

Agents.

Hongkong, 4th November, 1895. [223]

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

GENERAL AVERAGE S.S. "BELGIC."

THE REMAINDER OF THIS Vessel's Cargo

having arrived, 44 hours later, having into the Company's Godowns at Wan Chai and Consignees are hereby notified to take immediate delivery.

A GENERAL AVERAGE BOND must be signed and a deposit of fifty per cent (50%) made on the ARRIVED VALUE of the cargo previous to countersignature of Bills of Lading.

The AVERAGE BOND is lying at the Company's Office for signature.

J. S. VAN BUREN,

Agent.

Hongkong, 4th November, 1895. [222]

10 CONSIGNEES OF OPTIONAL

CARGO, EX O. S. S. CO.'S S.S.

"JULIUS."

BRIEFLY STATED.

SHIPPING Orders will be obtained from the Undersigned not later than the 11th inst. for shipment by steamer "AGAMEMNON."

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 5th November, 1895. [223]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND

SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Offert, will be despatched for the above ports on THURSDAY, the 14th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON, SONS & CO.,

Agents.

Hongkong, 5th November, 1895. [221]

SCOTTISH ORIENTAL STEAMSHIP

COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAICHOIW."

Captain F. Morris, will be despatched on FRIDAY, the 15th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 2nd November, 1895. [2270]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"EUPLECTELA."

Captain F. Morris, will be despatched as above on or about the 22nd inst.

For Freight, apply to

ARNHOLD, KARBERG & CO.,

Agents.

Hongkong, 7th November, 1895. [2203]

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA AND EUROPE, VIA THE

OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

EMPEROR OF INDIA. Comdr. F. Pybus, R.N.E. WEDNESDAY, 27th Nov. 1895

EMPEROR OF JAPAN. Comdr. Geo. A. Leo, R.N.E. WEDNESDAY, 25th Dec. 1895

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.E. WEDNESDAY, 22nd Jan. 1896

THE magnificient Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 12 days, making close connection of Vancouver with the PALATINE TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continents FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which pass to Great Britain and the Colonies, and given choice of

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European Consuls and their families, to Government officials and their families.

THE DINING CAR AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

VESSELS ADVERTISED AS LOADING.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOU LONDON VIA SUEZ CANAL

THE Company's Steamship

"PALAMED."

Captain Williams, will be despatched as above

TO MORROW, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th November, 1895. [1739]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORTS DARWIN, QUEENSLAND

PORTS SYDNEY, AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."

Captain Williams, will be despatched as above

TO MELBOURNE, the 19th inst., at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th October, 1895. [2185]

FOR KOREA, AND YOKOHAMA.

THE Company's Steamship

"ISRA."

Captain Williams, will be despatched for the above ports on WEDNESDAY, the 13th inst., at Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 8th November, 1895. [2314]

FOR SINGAPORE, HAYTE, AND

HAMBURG.

THE Steamship

"ALF. WOOLLEY."

Captain Williams, will be despatched for the above ports on WEDNESDAY, the 13th inst., at Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 5th November, 1895. [2291]

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Steamship

"ALF. WOOLLEY,"

Captain Williams, will be despatched for the above ports on WEDNESDAY, the 14th inst., at 3 P.M.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 5th November, 1895. [2291]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND

SINGAPORE.

THE Steamship

"CATHERINE APCAR."

Captain J. G. Offert, will be despatched for the above ports on THURSDAY, the 14th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSON, SONS & CO.,

Agents.

Hongkong, 5th November, 1895. [2215]

SAFETY.

SPEED.

PUNCTUALITY.

Twin Screw Steamship, 6,000 Tons—10,000 Horse-Power—Speed 12 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

EMPEROR OF INDIA. Comdr. F. Pybus, R.N.E. WEDNESDAY, 27th Nov. 1895

EMPEROR OF JAPAN. Comdr. Geo. A. Leo, R.N.E. WEDNESDAY, 25th Dec. 1895

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.E. WEDNESDAY, 22nd Jan. 1896

THE magnificient Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 12 days, making close connection of Vancouver with the PALATINE TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continents FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which pass to Great Britain and the Colonies, and given choice of

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, to European Consuls and their families, to Government officials and their families.

THE DINING CAR AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, 7th November, 1895. [5]

"STRATH" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.